

## **AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

### **Listing of Claims:**

Claims 1-16 (canceled)

17. **(New)** A return-flow-free fuel supply system (1) for an internal combustion engine, in particular of a motor vehicle, the system comprising

- at least one fuel pump (8), by means of which fuel can be pumped from a first region (2) of a fuel reservoir into a pressure region (12) communicating with a fuel distributor (18),
- at least one suction jet pump (38), through which fuel pumped through a suction jet pump line (34) by means of the fuel pump (8) flows and through which fuel can be pumped from a second region (4) of the fuel reservoir into the first region (2),
- at least one means (20, 24, 30) that regulate and/or control the pressure in the pressure region (12), and
- at least one check valve (14), by which at least a portion of the pressure region (12) can be blocked off from the fuel pump (8),

the means (20, 24, 30) that regulate and/or control the pressure in the pressure region (12) including at least one electrically actuatable magnet valve (40; 44), disposed downstream of the check valve (14) in the suction jet pump line (34).

18. **(New)** The return-flow-free fuel supply system of claim 17, wherein the magnet valve (40; 44) is disposed between the check valve (14) and the suction jet pump (38).

19. **(New)** The return-flow-free fuel supply system of claim 17, wherein the magnet valve (40; 44) is triggered by an electronic engine control unit (24).

20. **(New)** The return-flow-free fuel supply system of claim 18, wherein the magnet valve (40; 44) is triggered by an electronic engine control unit (24).

21. **(New)** The return-flow-free fuel supply system of claim 19, further comprising a pressure sensor (20) disposed in the pressure region (12), the triggering of the magnet valve (40; 44) being effected as a function of the pressure measured by the pressure sensor (20).

22. **(New)** The return-flow-free fuel supply system of claim 20, further comprising a pressure sensor (20) disposed in the pressure region (12), the triggering of the magnet valve (40; 44) being effected as a function of the pressure measured by the pressure sensor (20).

23. **(New)** The return-flow-free fuel supply system of claim 17, wherein an inlet of the magnet valve (40) communicates with the pressure region (12), and an outlet of the magnet valve (40) communicates with the suction jet pump (38).

24. **(New)** The return-flow-free fuel supply system of claim 23, wherein the magnet valve (40), during a stopped phase of the engine, is closed when without current and is open when with current.

25. **(New)** The return-flow-free fuel supply system of claim 17, further comprising a pressure limiting valve (52), the magnet valve being formed by a 2/3-way valve (44), having an inlet (46) communicating with the pressure region (12), a first outlet (48) communicating with the suction jet pump (38), and a second outlet (50) communicating with the pressure limiting valve (52).

26. **(New)** The return-flow-free fuel supply system of claim 25, wherein the 2/3-way valve (44) is triggered such that in the currentless state, it connects the inlet (46) with the second outlet (50), and in the state with current it connects the inlet (46) with the first outlet (48).

27. **(New)** The return-flow-free fuel supply system of claim 25, wherein the 2/3-way valve (44) is currentless during a stopped phase of the engine and otherwise is supplied with current.

28. **(New)** The return-flow-free fuel supply system of claim 17, wherein the pressure region communicating with the fuel distributor (18) is formed by a pressure line (12), which connects the fuel pump (8) with injection valves (16).

29. **(New)** The return-flow-free fuel supply system of claim 28, wherein the suction jet pump line (34) branches off from the pressure line (12) downstream of the check valve (14).

30. **(New)** The return-flow-free fuel supply system of claim 17, wherein that the triggering of the magnet valve (40; 44) is effected as a function of a fuel filling ratio of the second region (4) of the fuel reservoir.

31. **(New)** The return-flow-free fuel supply system of claim 18, wherein that the triggering of the magnet valve (40; 44) is effected as a function of a fuel filling ratio of the second region (4) of the fuel reservoir.

32. **(New)** The return-flow-free fuel supply system of claim 19, wherein that the triggering of the magnet valve (40; 44) is effected as a function of a fuel filling ratio of the second region (4) of the fuel reservoir.

33. **(New)** The return-flow-free fuel supply system of claim 30, wherein the first region of the fuel reservoir is formed by a pot (2) that receives the fuel pump (8) and is disposed inside the second region (4) of the fuel reservoir.

34. **(New)** The return-flow-free fuel supply system of claim 33, wherein the magnet valve (40; 44) is closed when the liquid level in the second region (4) of the fuel reservoir is in a range between maximum filling and a level which is essentially level with an upper edge of the pot, and that otherwise it is open.

35. **(New)** The return-flow-free fuel supply system of claim 17, wherein the magnet valve (40; 44) is formed by a switching valve, which is triggered in clocked fashion for regulating the propellant pressure of the suction jet pump (38).

36. **(New)** The return-flow-free fuel supply system of claim 17, wherein the magnet valve is formed by a proportional valve (40; 44), which is triggered for regulating the propellant pressure of the suction jet pump (38).